

Touring Here and Abroad--Hints on Upkeep and Repair of Motor Cars--Novelties

Shorter Days Have Effect On Batteries

Burning Lights Longer Than Usual Takes More Out of Storage Than Is Put Back Into It

Starvation Usual Trouble

Occasional Outside Charging Is Necessary and, Indeed, Recommended, Says Expert

By H. Clifford Brokaw
Technical Director West Side Y. M. C. A. Automobile Schools

A lot of drivers are having "trouble with the battery" these days. A flood of inquiries is coming in asking why the lights act queer, or the horn refuses to toot, or the self-starter will not start.

The chief trouble in most of the cases reported so far is that the drivers have failed to take into account the change of season and shorter days.

With the end of the daylight saving season there will be many more having trouble from this same cause. Not all the complaints have had this as a basis, for we have had some new trouble causes in recent days.

In general, however, the troubles enumerated come from a starved battery. The fact is that it is much more difficult to keep a battery charged at this time of the year than during the long days when there is less running after dark. The sun sets earlier and lights are turned on earlier if one obeys the law.

One fellow reported that his lights

would burn all right for a little while after starting the car, then would dim or quit. Sometimes the dimmers would work and sometimes not. The garage man tried to remedy this and put the dimmers out of commission altogether. A battery expert was consulted and pronounced the battery to be in good working order, but he could not explain why the lights would not work, not being a wiring expert, etc.

Then the horn began to balk and would not do business until the car had been running an hour or more. This was a business friend and casually mentioned his trouble when we met. A few questions developed the fact that the driver was employed most of the day and did his driving chiefly at night, though he made long weekend trips. He ran late into the night on Saturdays and Sundays. During the week he was knocking about town, making many stops, necessitating much use of the self-starter and continuous use of lights, though the car was standing much of the time.

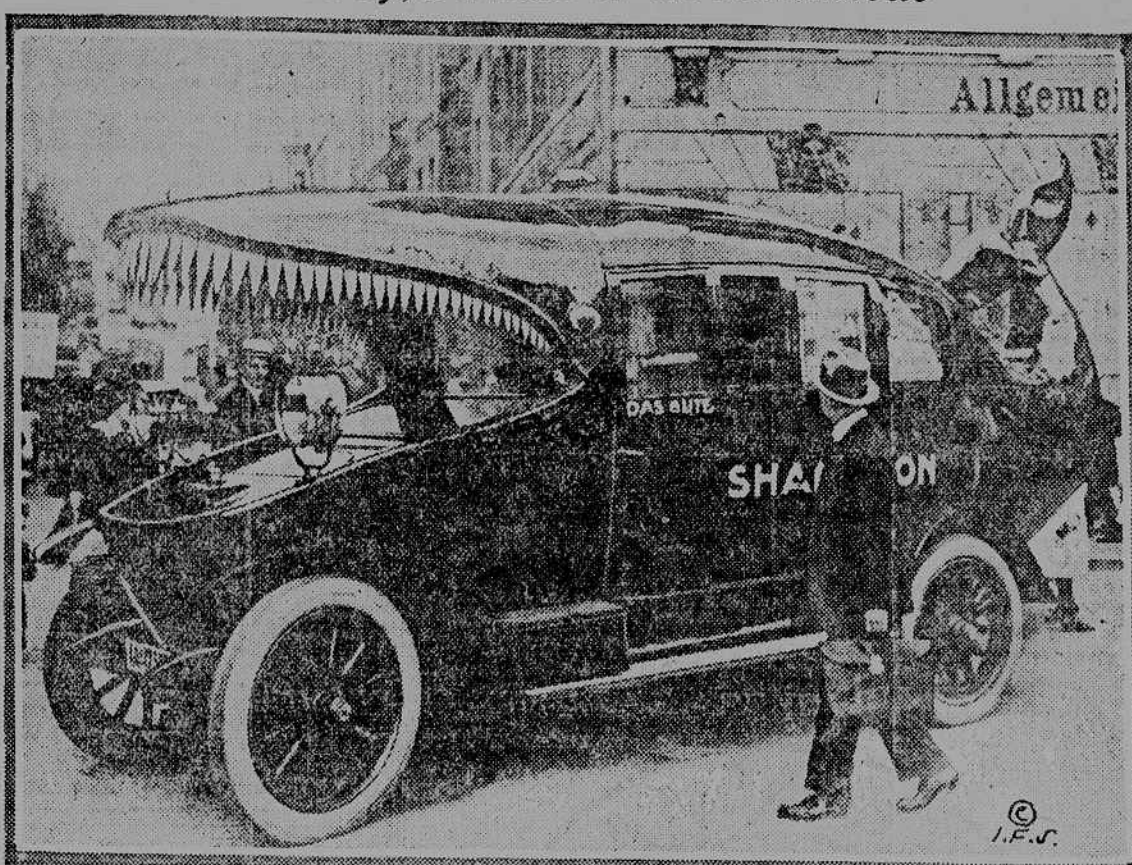
Of course this at once suggested that the battery was being starved, and could not move to its full best than a man under similar conditions. Tests of the wiring by the owner disclosed no trouble and so I advised that the battery be removed and fully charged at a service station. It ended the troubles at once.

This was a case where the generator did not have a chance to keep the battery charged, for the discharge was at a high rate and the recharging at a low rate. Even the self-starter helped empty the battery more than it had earlier in the season, for the frosty evenings made starting harder and consumed more current. So my friend was using an excessive amount of current running slow, burning lights and starting often, while the observance of speed regulations made the generation less than usual.

Some generators have an adjustment for cool weather so that they will produce more current to offset the increased use, and where there is this adjustment it should be regulated at this season. If there is no adjustment the battery should be charged occasionally from outside.

Another feature not ordinarily taken into consideration is that the storage battery does not function as efficient in cool weather. Where there is a self-starter there is bound to be sediment in the bottom of the cells which in time causes an internal discharge. They should be cleaned at least once a

Obviously, a Whale of an Automobile



This example of schrecklichkeit is an automobile with a whale-shaped body seen at the recent autumn Manufacturers' Exhibit at Leipzig, Germany.

year—that is, if the battery lasts that long, for the average life is only about eighteen months, though some recent models have greater longevity. Don't throw away your battery which is not acting right, however, until you have tried having it recharged at the service station. And if you have not already got it, ask the battery manufacturer for an instruction book. At least one manufacturer puts out a real compendium on the battery.

A case was brought to me recently where the starting motor failed to turn over the motor. It would start to revolve and then stop with a grind. Trying a new battery did not help any and the motor was removed for examination. It was found that the brass bushings in which the armature axle revolved were worn so much that the armature sections hit the pole pieces as soon as any speed was developed. The motor would turn, but as soon as the engine compression was encountered the starting motor stopped, not having power enough to overcome the internal friction and compression. Of course new bushings ended this trouble.

Any number of cases of trouble developed that the commutator of the motor or generator was worn rough, or the copper segments worn so that the mica insulation was high making the brushes jump on high speed and quit charging, though at low speed the dial showed "charge." In a few cases the particles of copper were worn away and grease had bridged over the mica insulation which was properly undercut. In another case the commutator had been turned true—ostensibly—but the mechanic did not get it centered right on the lathe and it was oval.

We had other cases—several—where one pair of brushes was worn so that they did not touch the commutator and in some cases work springs had the same effect. And I heard of one case where a "mechanic" sent to replace a brush could not find the proper carbon brush, and so put in one cut from hard rubber—it was black, you know. In all these cases the cure is suggested by the trouble once it is located.

National Plans to Build 5,000 Cars

New Sextet Model Will Go Into Production on Larger Scale Than Usual

Simultaneously with the announcement of its new Sextet series of cars William C. Poertner has received word that the National Motor Car and Vehicle Corporation is planning a greatly enlarged production programme for 1920. During the war the National company discontinued the manufacture of passenger vehicles and built a quantity of four-wheel drive trucks for army use. At present the final steps are being taken to change the factory over for building the new Sextet model, and production will soon be in full swing. It is estimated that the first year's output will total 5,000 cars, with chances greatly in favor of exceeding that figure.

"We have never been a large production factory," stated President George M. Dickson, "preferring to build no more cars than we could build well. We shall soon enter upon our twenty-first successful year in the manufacture of motor vehicles, in which time we have seen many companies come and go. We have continued an even, prosperous existence, building quality automobiles that find a ready market all over the world. We expect to continue our status in the industry as long as automobiles are manufactured."

Completeness Marks

Cole Closed Models

"The Cole Aero-Eight all-season model reveals completeness of accessories and fittings," says Russell L. Eng, the local distributor. "An automobile makes it possible for those riding in the tonneau to communicate orders to the driver. The touch of a

button places it in operation, and one takes in conversational tone the message being transmitted audibly to the compartment ahead."

In the tonneau are found a gentleman's smoking set and a lady's vanity case. A heater installed in the floor can be regulated to furnish the proper warmth to keep the interior of the car comfortable. Two corner lights, controlled by a switch in convenient reach of the occupants of the rear seat, and a dome light, which is illuminated automatically with the opening of the rear doors, furnish lighting suited to the demands of all seasons.

"Automatic window regulators are installed throughout. A new type of counterbalanced window regulator operates the rear quarter glasses so that they may be adjusted without arising from the seat. The regulators at the doors are so arranged that the glass is locked in place, either when completely lowered or raised, thus preventing rattles."

In the Touraine and Sportstine models, which are designed as chauffeur-driven cars, a glass partition dividing the front and rear compartments is operated by an automatic regulator. This partition may be lowered completely into the back of the front seat, permitting the use of the car as a family sedan, or raised, to insure privacy in the tonneau.

In the Toursedan and Tourstine, the seven-passenger models, extra seats, when not in use, are housed in a compact space at the base of the front seat, completely out of view. In position, they lock securely in place. In the Sportstine and Sportsedan the six-passenger models, two auxiliary cab seats are furnished. They fold into the back of the front seat and can be raised or lowered in an instant."

The Ultimate in Accuracy

The makers of the present Cadillac state that more than one thousand operations are accurate to the one-thousandth part of an inch, and more than three hundred are accurate to half of one-thousandth of an inch.

Larson Favors Tax on All Users of Road

New York state's new policy of motor car taxation, which becomes effective soon, under provisions of a recent amendment, is causing wide discussion and is provoking keen interest in the Motor Club. C. H. Larson, president of the Oldsmobile Club, is one of those who stoutly declare that it is an unfair discrimination against automobile traffic to levy a tax for road use on motor cars only.

It is Mr. Larson's contention that every class of vehicle should be made to pay equitably—in proportion to the damage done to the highways. The state's present law, now almost ten years old, taxes automobiles according to their horsepower. The change in the statute will take into account also the list price of the car, fully equipped, and its age.

"The amendment will make the tax more evenly distributed," Mr. Larson says, "so far as automobile owners are concerned but the palpable injustice of permitting horse-driven vehicles to escape entirely still remains. No one questions the state's wisdom in assessing automobiles to pay for road-building and upkeep, but certainly motorists should not be the only class that pays a direct vehicular tax."

"The mere fact that automobile traffic predominates does not excuse the older fashioned transportation from paying its share. Why penalize progress?"

It is no secret that the burden of rising costs has left its mark upon highway improvement in the same emphatic way that it has in every household and business. Labor wages and the prices of road materials have increased so tremendously that a heavier motor car tax was not unexpected. By the same token, something should be done to make all road users—whether referring to horse-drawn vehicles—pay their share."

Eager for Autumn Touring

The National Touring Bureau of the R. F. Goodrich Rubber Company reports that never before have the requests for Fall touring information and road maps been so heavy as at present.

Apply Square Deal To Used Car Business

It Appears to Work Out Well, as the Case of Schoonmaker & Jacod Shows

One of the interesting Automobile Row developments is that of Schoonmaker & Jacod, the used car dealers, who maintain a selling and service establishment at Broadway and Fifty-fourth Street. Four and a half years ago this company opened for business in a basement with three automobiles as its stock in hand. A year later it moved to its present location, but occupied only one-half the store it leases now on the ground floor. Six months later its business grew so that it was necessary to take the entire corner store and another floor upstairs. For three years Schoonmaker & Jacod have been operating in their present establishment and building good will and prestige steadily.

Both Schoonmaker and Jacod have been practical automobile men for a long time, the former's experience going back to the bicycle days and the latter having first become connected with the selling of automobiles in 1911. H. I. Cook, the sales manager, entered the automobile business in 1900. He first drove and overhauled Mercedes cars and later entered the selling branch of the business. He has been in his present place for two years.

Schoonmaker & Jacod knew owners' needs and established their business on a plane of efficiency and square dealing. They deal only in high grade cars. A car must pass a rigid examination before it is accepted for resale. When a car does pass, it is put through the service department and overhauled. This applies not only to the engine but to the finish and appointments of the car. One who goes into the sales-room imagines at first glance that every car offered for sale is a new car. Repairing and refinishing are done in the service department upstairs, and even new tires are put on all the cars.

Furthermore, the guarantee of this concern is something tangible. Cars are kept in good running order after they are in the hands of owners. If anything defective comes to light replacements are made free of charge. Customers' cars also are resold upon request.

Five "Don'ts" That Will Make Driving Safer and Better

By William H. Stewart, Jr.
President Stewart Automobile Nicol

Don't apply the brakes suddenly when driving on a wet pavement. This will start a skid, especially if the brakes do not take hold evenly. If you feel the car start to skid, turn the steering wheel in the direction of the skid. At the same instant release the brakes. Better control will result if the brakes are applied gradually on and off. Many drivers lose their heads in such an emergency and feel that they have done everything possible when they have locked the brakes.

Don't permit the driving wheels to slide either in starting or stopping. Gradual clutch and brake engagement will avoid this. Proper adjustment of each and good judgment in driving will amply repay you.

Don't run your car any distance on a deflated tire. At the first warning stop and make the change. Nothing will break down the tire walls more quickly and you can hardly estimate the cost of damage by such neglect.

Don't try to make every hill on high speed. Nothing is to be gained by so doing. Your gears are designed to meet such requirements. If you persist in this practice you will soon find it necessary to rent the engine bearing.

Don't approach a down grade at speed and then apply the brakes suddenly to bring the car under control. Many accidents occur from this cause, especially on wet roads. Aside from this your tires suffer and your brakes wear out quickly.

C. C. N. Y. Automobile Course All Filled Up

Three hundred men and women have registered for automobile instruction at the College of the City of New York. Registration has been closed, as the college had not made preparations for handling any more than 300 students in this subject. About 200 applicants had to be turned away, but many enrolled for the next classes, which are to commence on December 1.

Templar The Superfine Small Car

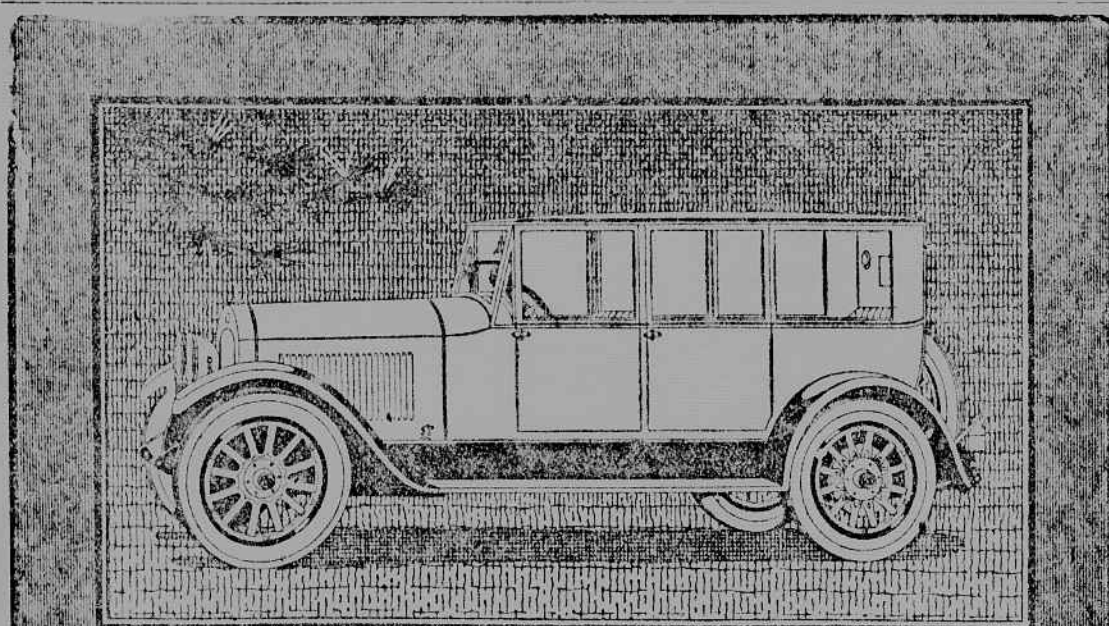
TEMPLAR motor cars are made for those who appreciate detail, refinement and quality at a cost slightly above the moderate priced cars. They are designed by engineers familiar with high speed, long-stroke motors of foreign standards.

Workmanship and finish are executed to contribute, without stint, to the high quality of a car that ranks with the finest examples of the car builder's art.

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Your inspection is invited.

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Cole Aero-EIGHT

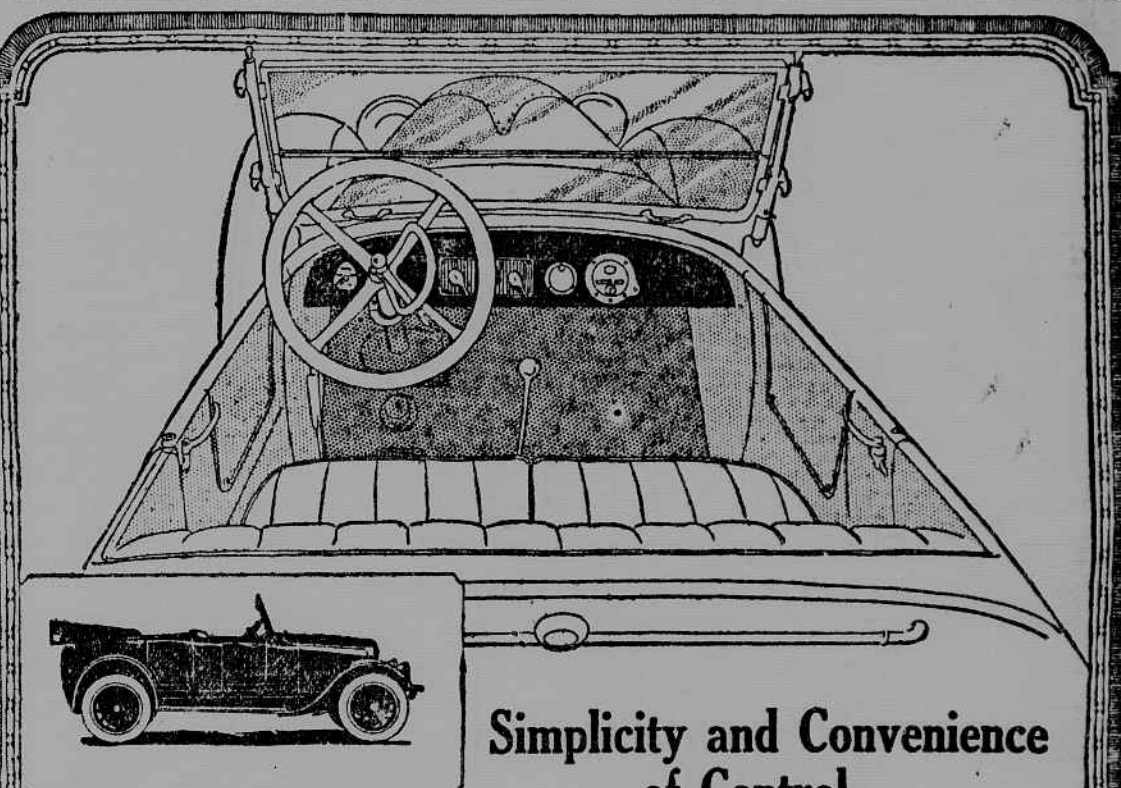
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